

CLASSIFIED MESSAGE

DATE

Approved For Release 2001/04/02 : CIA-RDP69B00041R001900130002-3

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM :

ACTION:

INFO :

IN77785

OSA 1-20 BT

TO

25X1A

INFO

25X1A

CITE

T O P S E C R E T 020701Z CITE 4395

PRIORITY INFO 25X1A

OXCAR OPS

A. NON OPERATIONAL SORTIE REPORT.

25X1A

- B. (1) ARTICLE 131, FLT 118.
 (2) SORTIE NOX 511, 22 MAY 67. 25X1D
 (3) PILOT
 (4) PURPOSE: DEPLOYMENT. ROUTE:
 (5) MISSION SUCCESSFUL.
 (6) TAKEOFF 1740Z, LANDED 2350Z. DURATION: 6:10.
 (7) T.O. DIRECTION 320.
 (8) T.O. GR WT 105,000 LBS, C.G. 21.3 PERCENT.
 (9) T.O. DIST 7200 FT.
 (10) T.O. SPEED 190 KTS.
 (11) RWY TEMP 83 DEGREES.
 (12) NOT AVAILABLE.
 (13) NOT AVAILABLE.
 (14) MAX ALT 79,000 FT.
 (15) MAX MACH 3.12.
 (16) AB TIME: LEFT 4:45, RIGHT 3:45.
 (17) TIME AT OR ABOVE M2.0: 3:30.
 (18) TIME AT OR ABOVE M2.6: 3:00.
 (19) TIME AT OR ABOVE M2.8: 2:45.
 (20) TIME AT OR ABOVE M3.0: 0:55.
 (21) N/A.
 (22) TOTAL ACFT TIME: 199:30.
 (23) N/A.
 (24) CIT 390 DEGREES AT 3.12 MACH.

C. SUMMARY: TAKEOFF NORMAL. TOPOFF AIR REFUELING COMPLETED WITH 66,700 LBS FUEL ONBOARD. SHORT CRUISE LEG AT 2.90 MACH WAS FLOWN.

T O P S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

10

IN77785

4395)

S E C R E T

PAGE 2

NO DISCREPANCIES ON THIS LEG. SECOND AR WAS COMPLETED WITH 66,700 LBS FUEL ONBOARD. ARC-50 EXT ADF WAS INOP DURING THIS AND ALL SUBSEQUENT RENZEVIOUS. SECOND 2.90 MACH CRUISE LEG WAS FLOWN AS BRIEFED. THIRD AR COMPLETED WITH 66,600 LBS FUEL ONBOARD. THIRD CRUISE LEG WAS FLOWN AT 2.90 MACH. INS DISTANCE TO GO ERROR BEGAN BUILDING UP ON THIS LEG BUT WAS NOT A MAJOR PROBLEM. FOURTH AR COMPLETED WITH 66,700 LBS FUEL ONBOARD. FOURTH CRUISE LEG WAS FLOWN AT 3.10 MACH. INS ERROR HAD BUILT UP TO APPROX 75 NM BY THE END OF THIS LEG. DURING THE FINAL DESCENT, THERE WAS A FLIGHT CONTROL FEEDBACK (MAINLY ROLL) EVIDENCED BY STICK OSCILLATION. LANDING WAS NORMAL.

D. DISCREPANCIES:

- (1) INS TERMINAL ERROR EXCESSIVE.
- (2) ARC-50 EXT ADF INOP.
- (3) FLIGHT CONTROLS FEEDBACK DURING DESCENT.
- (4) POSTFLIGHT REVEALED EXTENSIVE RIGHT AFTERBURNER DAMAGE.

T O P S E C R E T

TOR: 020738Z JUN 67

T O P S E C R E T

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TO :

FROM :

ACTION:

INFO :

IN77784

OSA 1-20 BT

TO

25X1A

INFO

25X1A

CITE

TOP SECRET 020657Z CITE [REDACTED] 4393

PRIORITY [REDACTED] INFO [REDACTED]

OXCAR OPS

25X1A

A. NON OPERATIONAL SORTIE REPORT.

- B. (1) ARTICLE 127, FLT 203. 25X1A
 (2) SORTIE NOX 512, 24 MAY 67. 25X1D
 (3) PILOT [REDACTED]
 (4) PURPOSE: DEPLOYMENT. ROUTE: [REDACTED]
 (5) MISSION SUCCESSFUL.
 (6) TAKEOFF 1740Z, LANDED 2340Z. DURATION: 6:00.
 (7) T.O. DIRECTION: N/A.
 (8) T.O. GR WT 105,300 LBS, C.G. 21.1 PERCENT.
 (9) T.O. DIST 7800 FT.
 (10) T.O. SPEED 195 KTS.
 (11) RWY TEMP NOT AVAILABLE.
 (12) NOT AVAILABLE.
 (13) NOT AVAILABLE.
 (14) MAX ALT 81,000 FT.
 (15) MAX MACH 3.15.
 (16) AB TIME: LEFT 4:45, RIGHT 3:45.
 (17) TIME AT OR ABOVE M2.0: 3:30.
 (18) TIME AT OR ABOVE M2.6: 3:00.
 (19) TIME AT OR ABOVE M2.8: 2:45.
 (20) TIME AT OR ABOVE M3.0: 0:55.
 (21) N/A
 (22) TOTAL ACFT TIME: 371:25.
 (23) N/A
 (24) CIT 385 DEGREES AT 3:10 MACH.

C. SUMMARY: TAKEOFF NORMAL. TOPOFF AIR REFUELING COMPLETED

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
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18

IN 77784 4393

PAGE 2

WITH 67,300 LBS FUEL ONBOARD. ARC-50 EXT ADF WAS INOP DURING ALL RENDEZVOUS. FIRST CRUISE LEG WAS FLOWN AT 2.90 MACH AND WAS FLOWN AS BRIEFED. 2ND AR COMPLETED WITH 67,300 LBS FUEL ONBOARD. 2ND 2.9M CRUISE LEG FLOWN AS BRIEFED. THIRD AR COMPLETED WITH 66,900 LBS FUEL ONBOARD. NORMAL IFR SYSTEM BECAME INOP AFTER A HARD CONTACT AND AR WAS COMPLETED USING MBL. THIRD 2.9 MACH CRUISE LEG FLOWN AS BRIEFED. FOURTH AR COMPLETED USING MBL, TOTAL FUEL ONBOARD 67,000 LBS. DURING FOURTH CLIMB, THE TDI MACH AND KEAS BECAME INOP. PILOT CONTINUED LEG USING PRIMARILY INS GROUND SPEED AND CIT FOR SPEED INDICATION. LEG WAS FLOWN WITH NO UNDUE HARDSHIP. DESCENT AND LANDING NORMAL. AFTER LANDING, THE DRAG CHUTE WAS DIFFICULT TO DEPLOY.

D. DISCREPANCIES:

- (1) TDI MACH AND KEAS INOP, LAST LEG.
- (2) NORMAL INFLIGHT REFUELING SYSTEM INOP, LAST TWO AR'S MBL WAS GOOD.
- (3) DRAG CHUTE DIFFICULT TO DEPLOY.
- (4) ARC-50 EXT ADF INOP.

T O P S E C R E T TOR: 020738Z JUNE 67

T O P S E C R E T

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TO :

FROM :

ACTION:

INFO :

IN77786

OSA 1-20 BF

TO

INFO

25X1A

CITE

TOP SECRET 020659Z CITE [REDACTED] 4394

25X1A PRIORITY [REDACTED] INFO [REDACTED] 25X1A

OXCART OPS

A. NON OPERATIONAL SORTIE REPORT.

B. (1) ARTICLE 129, FLT 212.

25X1A (2) SORTIE NOX 513, 26 MAY 67.

(3) PILOT [REDACTED] 25X1A

(4) PURPOSE: DEPLOYMENT. ROUTE: [REDACTED]

(5) MISSION UNSUCCESSFUL.

(6) TAKEOFF 1740Z, LANDED 2210Z. DURATION: 4:30.

(7) T.O. DIRECTION 320.

(8) T.O. GR WT 106,000 LBS, C.G. 21.0 PERCENT.

(9) T.O. DIST APPROX 8000 FT.

(10) T.O. SPEED 210 KTS.

(11) NOT AVAILABLE.

(12) NOT AVAILABLE.

(13) NOT AVAILABLE.

(14) MAX ALT 76,000 FT.

(15) MAX MACH 2.94.

(16) AB TIME: LEFT 3:30, RIGHT 2:45.

(17) TIME AT OR ABOVE M2.0: 2:30.

(18) TIME AT OR ABOVE M2.6: 2:05.

(19) TIME AT OR ABOVE M2.8: 1:50.

(20) N/A

(21) N/A

(22) TOTAL ACFT TIME: 290:30.

(23) N/A

(24) CIT 330 DEGREES AT 2.90 MACH.

C. SUMMARY: TAKEOFF NORMAL. TOPOFF AIR REFUELING COMPLETED WITH

66,700 LBS FUEL ONBOARD. 2.9 MACH CRUISE LEG FLOWN AT BRIEFED.

TOP SECRET

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SECOND AR COMPLETED WITH 66,400 LBS FUEL ONBOARD. SECOND 2.9 MACH CRUISE LEG FLOWN AS BRIEFED. NO MAJOR DISCREPANCIES THUS FAR IN THE FLT. THIRD AR COMPLETED WITH 65,000 LBS. THIRD CRUISE LEG FLOWN AT 2.9 MACH. APPROX HALFWAY TO WAKE, THE INS DISTANCE TO GO STUCK AT 1200 DTG, AND LATER BEGAN INCREASING RATHER THAN DECREASING. INS BECAME PROGRESSIVELY WORSE. DESTINATION COORDINATES WERE MOVING FOR NO APPARENT REASON. PILOT WAS UNABLE TO SELECT ANY POSITION COORDINATES AND GROUND SPEED SEEMED TO BE WORKING, BUT PILOT COULD NOT BE SURE OF THEIR ACCURACY. HEADINGS AND SPEED INDICATION SEEMED TO BE ACCURATE, AND PILOT COULD NOT SELECT ANOTHER DESTINATION SO HE PROCEEDED ON TO WAKE. DURING THIS CRUISE, THE RIGHT FWD BYPASS DOOR BEGAN CYCLING FULL OPEN. THERE WAS ONE MILD AD, PILOT WENT TO MANUAL DOOR OPERATION AND THE CYCLING DECREASED BUT DID NOT DISAPPEAR. APPROACHING WAKE, PILOT HAD NO HF CONTACT AND WAS UNABLE TO CONTACT TANKERS ON UHF. DESCENT WAS BEGUN BASED ON TIME FLOWN. PILOT SIGHTED WAKE VISUALLY AND LANDED. THERE HAD BEEN ONE WAKE TACAN READOUT AT 268 NM, THEN NO FURTHER CONTACT. LANDING MADE WITHOUT INCIDENT.

D. DISCREPANCIES:

- (1) INS MALFUNCTION AS DESCRIBED.
- (2) UNABLE TO MAKE HF VOICE CONTACT.
- (3) ARC-50 EXT INOP AT FOURTH RENDEZVOUS POINT (WAKE).
- (4) RANDOM ELECTRICAL TRANSIENTS DURING CRUISE.
- (5) RIGHT FWD BYPASS DOOR MALFUNCTION AS DESCRIBED.

T O P S E C R E T TOR: 020738Z JUN 67